



U.S. Department
of Transportation

THE ADMINISTRATOR

November 7, 2008



Saint Lawrence
Seaway Development
Corporation

Ms. Lauren Azar, Commissioner
Public Service Commission of Wisconsin
610 North Whitney Way: P.O. Box 7854
Madison, WI 53707-7854

Re: PSCW Docket 5-EI-144- Harnessing Wisconsin's Energy Resources

Dear Commissioner Azar,

Your draft report released on October 10, 2008, entitled: *Harnessing Wisconsin's Energy Resources: An Initial Investigation into Great Lakes Wind Development*, is a well written, thorough, and timely report on the tremendous potential for offshore wind generation in the Great Lakes waters of Wisconsin. Your report joins other recent reports on this topic from Michigan and Ohio and supports the growing realization that the Great Lakes possess some of the world's most abundant wind-energy reserves.

The report accurately identifies that the commercial marine industry, and its ability to service offshore wind turbines, is crucial to the future success of Great Lakes' wind-energy projects. Indeed, the marine industry is integral to the current development of land-based wind-energy resources in the Midwest and Upper Midwest. The transportation of wind turbines and related machinery onboard vessels transiting the Seaway has proved to be the safest, most efficient, and environmentally sensitive means of delivering these massive machines from overseas markets to the shores of Wisconsin, and other Great Lakes states. While you correctly note that the Seaway lock infrastructure limits the size of vessels that may enter the Great Lakes, the dimensions of the Seaway have not limited the robust development of land-based wind energy farms. For the last several years, the maritime transportation of wind-energy related machinery has been one of the Seaway's fastest-growing cargo sectors. Moreover, the Seaway is working to deepen the Seaway's navigation draft. Your report notes on page 40 that the current Seaway draft is 26 feet. In fact, the Seaway has a permissible navigation draft of 26 feet, 6 inches, and we are seeking to optimize the navigation draft to 26 feet, 9 inches, perhaps as soon as next year.

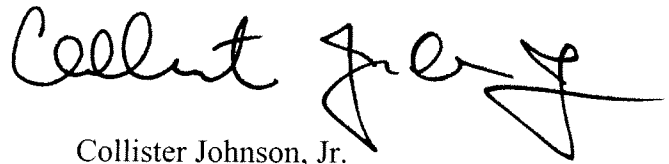
You note a current absence of jack-up barges and ships on the Great Lakes. This is understandable, however, as there is currently no need for such vessels on the Lakes (given the U.S. moratorium on gas and oil drilling in the Great Lakes). The Seaway's size, however, would not prevent all such vessels from entering the Great Lakes. To our knowledge, the dimensions

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of the current fleet of jack-up barges and ships vary, and while some could not pass through the Seaway, others would fit within the Seaway's locks and channels. Significantly, however, Wisconsin and other Great Lakes States are home to several shipyards, which could provide the types of vessels and marine services that will be required to serve the needs of an off-shore wind-energy industry in the Great Lakes region. Once the demand is present, the many companies comprising the Great Lakes marine industry, particularly those located in Wisconsin, are well poised to supply this need.

Thank you for the opportunity to review your excellent draft report. The Great Lakes and the State of Wisconsin have the potential to be at the forefront of the development and implementation of off-shore renewable energy technology. Your thorough report is a sure sign that Wisconsin recognizes this potential and is serious about discerning how best to realize it.

Sincerely,

A handwritten signature in black ink, appearing to read "Collister Johnson, Jr.", with a stylized, flowing script.

Collister Johnson, Jr.